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(54) **SYSTEMS AND METHODS FOR USE IN IDENTIFYING AT LEAST ONE ALTERNATE AIRPORT**

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(57) **ABSTRACT**

Systems and methods for use in identifying at least one alternate airport for an aircraft. One example method includes identifying a plurality of airports based on static data associated with the plurality of airports, and identifying, at a processing device, at least one preferred airport from the plurality of airports based on dynamic data associated with at least the at least one preferred airport, wherein the static data and/or the dynamic data is associated with at least one weight that enables at least one of the plurality of airports to be identified based on a relative importance of the static data and/or the dynamic data.
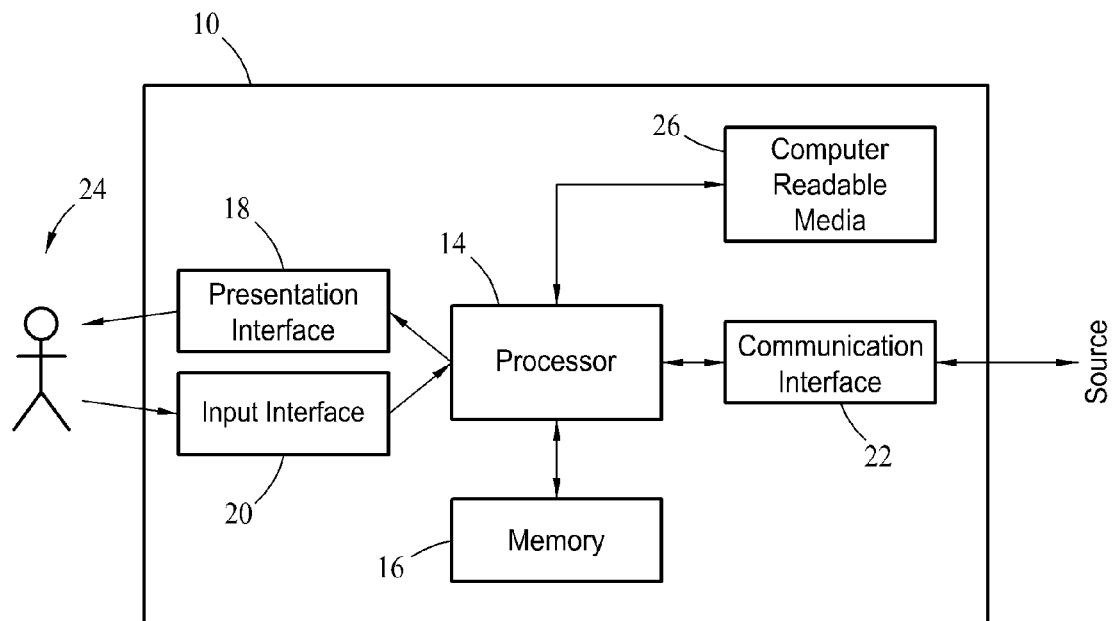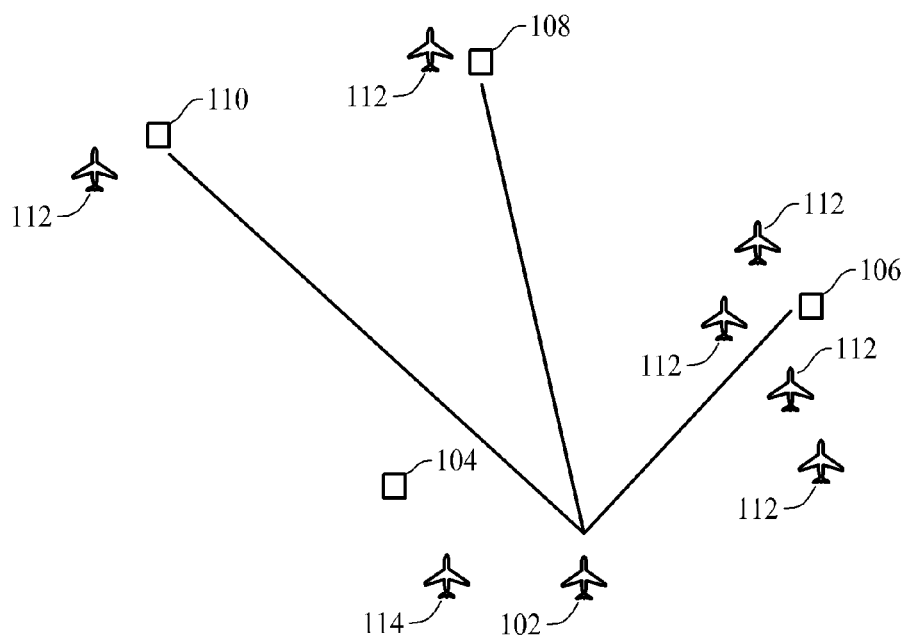
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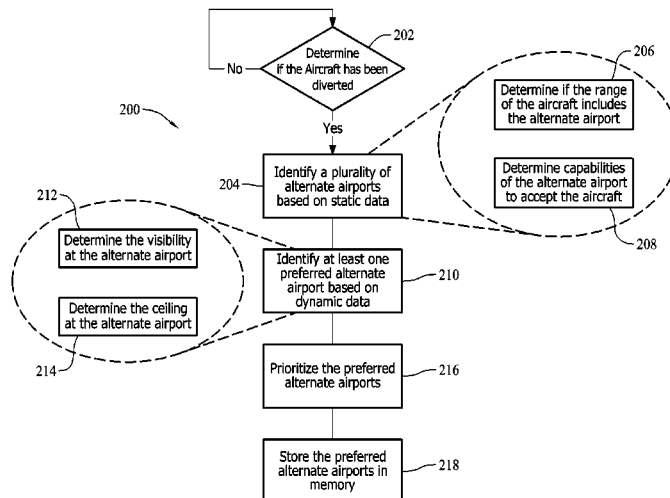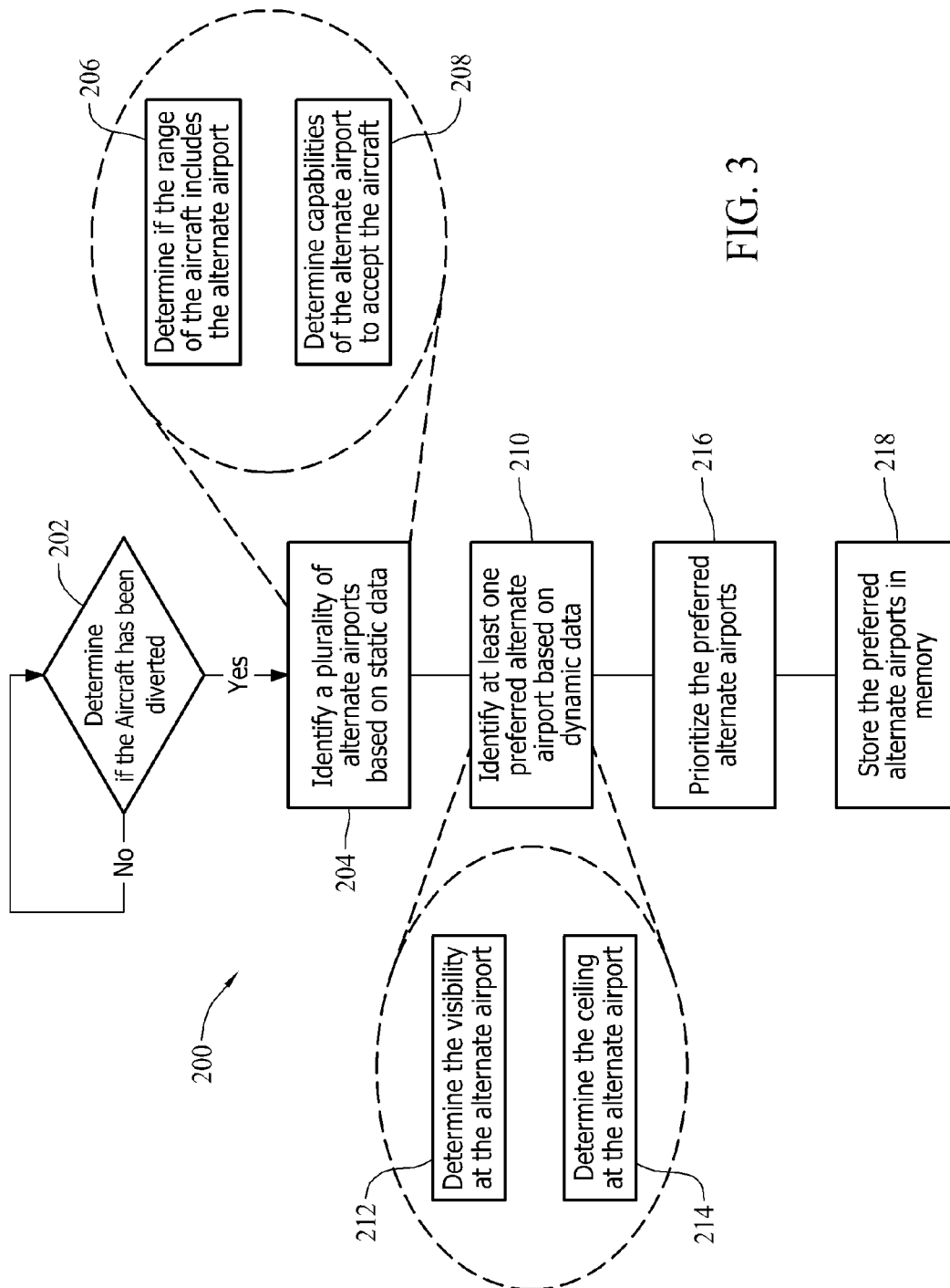
FIG. 1

FIG. 2

FIG. 3

SYSTEMS AND METHODS FOR USE IN IDENTIFYING AT LEAST ONE ALTERNATE AIRPORT

CROSS REFERENCE TO RELATED APPLICATIONS

This application is a continuation of U.S. patent application Ser. No. 13/344,413, filed Jan. 5, 2012, which is incorporated herein by reference in its entirety.

BACKGROUND

The field of the disclosure relates generally to systems and methods for use in identifying at least one alternate airport.

Aircrafts generally takeoff with a flight plan to a destination airport, at which the aircraft intends to land. While proceeding toward the destination airport, one or more conditions may arise that disrupt the flight plan and/or require the aircraft to be diverted to another airport. Conditions necessitating diversion of the aircraft often include, among others, weather conditions, aircraft conditions, emergency situations, destination airport conditions, etc. Upon diversion of the aircraft, one or more alternate airports are typically designated based on the location of the alternate airport relative to the position of the aircraft when diverted from the destination airport. Such alternate airports are generally designated by known flight systems. Depending on the condition causing the diversion and the relative location of the aircraft, known flight systems may provide several alternate airports, from which the pilot and/or crew members may ultimately select the alternate airport.

BRIEF DESCRIPTION

In one aspect, a computer-implemented method for use in identifying at least one alternate airport for an aircraft is provided. The method includes identifying a plurality of airports based on static data associated with the plurality of airports, and identifying, at a processing device, at least one preferred airport from the plurality of airports based on dynamic data associated with at least the at least one preferred airport, wherein the static data and/or the dynamic data is associated with at least one weight that enables at least one of the plurality of airports to be identified based on a relative importance of the static data and/or the dynamic data.

In another aspect, a flight plan system for use in identifying at least one alternate airport for an aircraft is provided. The flight plan system includes a memory device storing static data associated with a first plurality of airports, and a processing device coupled to the memory device. The processing device is configured to identify a second plurality of airports from the first plurality of airports based on the static data, and identify at least one preferred airport from the second plurality of airports based on dynamic data associated with the at least one preferred airport. The static data and/or the dynamic data is associated with at least one weight that enables the second plurality of airports and/or the at least one preferred airport to be identified based on a relative importance of the static data and/or the dynamic data.

In yet another aspect, one or more non-transitory computer-readable storage media having computer-executable instructions embodiments thereon is disclosed. When executed by at least one processing device, the computer-executable instructions cause the at least one processing device to identify a plurality of airports based on static data associated with a plurality of airports, and identify a plurality

of preferred airports from the plurality of airports based on dynamic data associated with the plurality of preferred airports. The static data and/or the dynamic data is associated with at least one weight that enables the plurality of airports and/or the plurality of preferred airports to be identified based on a relative importance of the static data and/or the dynamic data.

The features, functions, and advantages that have been discussed can be achieved independently in various embodiments or may be combined in yet other embodiments further details of which can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a block diagram of an exemplary computing device, that may be included in an electronic flight bag.

FIG. 2 is an exemplary diagram illustrating relative positions of alternate airports to an aircraft, that may utilize the computing device of FIG. 1.

FIG. 3 illustrates a flow diagram of an exemplary method for use in identifying at least one alternate airport.

DETAILED DESCRIPTION

The subject matter described herein relates generally to systems and methods for use in identifying at least one alternate airport, based on static data and dynamic data associated with one or more potential alternate airports.

In one embodiment, technical effects of the methods, systems, and computer-readable media described herein include at least one of: (a) identifying a plurality of airports based on static data associated with the plurality of airports, and (b) identifying at least one preferred alternate airport from the plurality of airports based on dynamic data associated with at least the at least one preferred airport.

As used herein, an element or step recited in the singular and proceeded with the word "a" or "an" should be understood as not excluding plural elements or steps unless such exclusion is explicitly recited. Furthermore, references to "one embodiment" of the present invention or the "exemplary embodiment" are not intended to be interpreted as excluding the existence of additional embodiments that also incorporate the recited features.

FIG. 1 is a block diagram of an exemplary computing device 10. In the exemplary embodiment, computing device 10 includes a memory 16 and a processor 14, e.g., processing device, that is coupled to memory 16, e.g., memory device, for executing programmed instructions. Processor 14 may include one or more processing units (e.g., in a multi-core configuration). Computing device 10 is programmable to perform one or more operations described herein by programming memory 16 and/or processor 14. For example, processor 14 may be programmed by encoding an operation as one or more executable instructions and providing the executable instructions in memory 16.

Processor 14 may include, but is not limited to, a general purpose central processing unit (CPU), a microcontroller, a reduced instruction set computer (RISC) processor, an application specific integrated circuit (ASIC), a programmable logic circuit (PLC), and/or any other circuit or processor capable of executing the functions described herein. The methods described herein may be encoded as executable instructions embodied in a computer-readable medium including, without limitation, a storage device and/or a memory device. Such instructions, when executed by processor 14, cause processor 14 to perform at least a portion of the

methods described herein. The above examples are exemplary only, and thus are not intended to limit in any way the definition and/or meaning of the term processor.

Memory **16**, as described herein, is one or more devices that enable information such as executable instructions and/or other data to be stored and retrieved. Memory **16** may include one or more computer-readable media, such as, without limitation, dynamic random access memory (DRAM), static random access memory (SRAM), a solid state disk, and/or a hard disk. Memory **16** may be configured to store, without limitation, maintenance event log, diagnostic entries, fault messages, and/or any other type of data suitable for use with the methods and systems described herein.

In the exemplary embodiment, computing device **10** includes a presentation interface **18** that is coupled to processor **14**. Presentation interface **18** outputs (e.g., display, print, and/or otherwise output) information such as, but not limited to, installation data, configuration data, test data, error messages, and/or any other type of data to an operator **24**. For example, presentation interface **18**, e.g., output device, may include a display adapter (not shown in FIG. 1) that is coupled to a display device, such as a cathode ray tube (CRT), a liquid crystal display (LCD), a light-emitting diode (LED) display, an organic LED (OLED) display, and/or an "electronic ink" display. In some embodiments, presentation interface **18** includes more than one display device. In addition, or in the alternative, presentation interface **18** may include a printer.

In the exemplary embodiment, computing device **10** includes an input interface **20**, e.g., input device, that receives input from operator **24**. In the exemplary embodiment, input interface **20** is coupled to processor **14** and may include, for example, a keyboard, a card reader (e.g., a smartcard reader), a pointing device, a mouse, a stylus, a touch sensitive panel (e.g., a touch pad or a touch screen), a gyroscope, an accelerometer, a position detector, and/or an audio input interface. A single component, such as a touch screen, may function as both a display device of presentation interface **18** and as input interface **20**.

In the exemplary embodiment, computing device **10** includes a communication interface **22** coupled to memory **16** and/or processor **14**. Communication interface **22** is provided to receive various types of data and/or information from one or more sources. Communication interface **22** may be a single device or several devices, each dedicated to one or more different type of communications. In several embodiments, communication interface **22** includes one or more of, without limitation, an aviation radio interface, a GPS interface, a network adapter interface, or other interface suitable to send and/or receive information about an aircraft, the location of the aircraft, weather conditions, and/or information related to other aircraft, etc. With specific reference to weather information, for example, communication interface **22** may be configured to receive METAR information, TAF information, SIGMET information, Weather Watches, PIREPS information, and/or AIRMET information, etc. Additionally, or alternatively, communication interface **22** may be configured to receive air traffic and/or traffic density information, through, for example, ADS-B location information or other similar information, through GRP and/or radar communication. In some embodiments, communication interface **22** may be further configured to receive NOTAM information, airport compliances information, airport minimum equipment list (MEL) information, FAA aircraft situation display (ASD) information, diversion data for one or more aircrafts, and/or other information usable in one or more exemplary methods herein to determine a preferred alternate airport.

Instructions for operating systems and applications are located in a functional form on non-transitory memory **16** for execution by processor **14** to perform one or more of the processes described herein. These instructions in the different embodiments may be embodied on different physical or tangible computer-readable media, such as memory **16** or another memory, such as a computer-readable media **26**, which may include, without limitation, a flash drive, CD-ROM, thumb drive, floppy disk, etc. Further, instructions are located in a functional form on non-transitory computer-readable media **26**, which may include, without limitation, a flash drive, CD-ROM, thumb drive, floppy disk, etc. Computer-readable media **26** is selectively insertable and/or removable from computing device **10** to permit access and/or execution by processor **14**. In one example, computer-readable media **26** includes an optical or magnetic disc that is inserted or placed into a CD/DVD drive or other device associated with memory **16** and/or processor **14**. In some instances, computer-readable media **26** may not be removable.

Computing device **10** may be embodied in a variety of different flight plan systems associated with an aircraft and/or an airport for providing, transmitting, and/or displaying alternate airport information to an operator. Specifically, in some embodiments, computing device **10** may be an electronic flight bag (EFB), or a computing system included within an aircraft, such as, for example, aircraft **102** described with reference to FIG. **2**. Further, in various embodiments, computing device **10** may be embodied in one or more portable communication devices, such as a smartphone, a tablet, a portable computer (e.g., an iPad), a laptop computer, a personal digital assistant (PDA), etc. In other embodiments, computing device **10** is an operation center workstation and/or server located at one or more airports, which is provided to provide flight plans and/or direction to aircrafts in transit. It should be appreciated that flight plan systems may be provided by one or more combinations of systems and/or device. For example, an EFB may include a processor **14** and memory **16**, but utilize presentation interface **18** and/or communication interface **22** of another device/system, such as the aircraft, to provide computing device **10**. Moreover, it should be appreciated that flight plan systems described herein may include more or less components that is illustrated in computing device **10** of FIG. **1**.

FIG. **2** illustrates an exemplary diagram of an aircraft **102**, which is positioned relative to four airports **104**, **106**, **108**, and **110**. Airport **104** is the destination airport for aircraft **102**. More specifically, when aircraft **102** departs from its airport of origin (not shown), a flight plan was provided for aircraft **102** to arrive at destination airport **104** at a particular time. In one or more conditions, aircraft **102** may be diverted from destination airport **104**. Under such circumstances, alternate airports **106**, **108**, and **110** (collectively referenced alternate airports **106-110**) provide potential landing locations for aircraft **102**. FIG. **2** illustrates several aircrafts **112** inbound to and/or in close proximity to alternate airports **106-110**. Further, an aircraft **114** is inbound to and/or in close proximity to destination airport **104**, and may be similarly diverted to alternate airports **106-110**. The methods and system provided herein aid an operator, such as, for example, a pilot, a navigator, a flight control engineer, an air traffic controller, etc., in determining, which of alternate airports **106-110** is preferred and/or a priority over the other alternate airports.

Further, while aircrafts **102**, **112** and **114** are illustrated as commercial airplanes in this exemplary embodiment, it

should be appreciated that various types of aircrafts may be the subject to and/or associated with the systems and methods described herein.

FIG. 3 illustrates an exemplary method for use in selecting an alternate airport. While method 200 is described with reference to computing device 10 and the diagram of FIG. 2, it should be appreciated that method 200 may be used with a variety of different computing devices, having more or less components, to provide preferred alternate airport(s) under a variety of conditions. Method 200 is therefore not limited to the computing device illustrated in FIG. 1 or the exemplary diagram of aircrafts/airports illustrated in FIG. 2. Similarly, the computing device illustrated in FIG. 1 is not limited to the methods described herein.

In the exemplary embodiment, processor 14 determines if that aircraft 102 has been diverted from destination airport 104 at step 202. Aircraft 102 may be diverted for a number of reasons, including, without limitation, weather condition in route to or at destination airport 104, visibility, non-weather condition at destination airport 104 (e.g., debris on the runway, security incident, runway light operation), traffic at destination airport 104, or other conditions that makes destination airport 104 unavailable to aircraft 102, etc. Processor 14 may determine 202 that aircraft 102 has been diverted based on an input from an operator to input interface 20. In other embodiments, processor 14 may be configured to automatically determine aircraft 102 has been diverted based on communication from an air traffic controller.

Additionally, or alternatively, processor 14 proceeds with method step 204, even when aircraft 102 has not yet been diverted. In this manner, one or more alternate airports may be identified at various points along a flight to destination airport 104, and readily available if needed.

Processor 14 identifies 204 a plurality of alternate airports, such as alternate airports 106-110, to which aircraft 102 may be diverted. The plurality of alternate airports is identified 204 based on static data associated with the plurality of alternate airports 106-110. More specifically, static data associated with the plurality of alternate airports 106-110 includes static data associated with one or more of the plurality of alternate airports. Static data may include, various types of information related to substantially unchanging aspects/condition of an airport. Static data may include, for example, location information for alternate airports 106-110, capacity and/or specifications of alternate airports 106-110 (e.g., runway parameters, light systems, etc.), and/or services at alternate airports 106-110 (e.g., airport rescue coverage and hours, etc.). Static data may further include, for example, city information associated with alternate airports 106-110 (e.g., population, proximate accommodations, mass-transit information, etc.), whether the carrier for aircraft 102 is based and/or provides service at alternate airports 106-110, etc.

As shown in FIG. 3, in the exemplary embodiment, identifying 204 the alternate airports may include determining 206 if the range of aircraft 102 includes alternate airports 106-110. Such determination may be based on the location of alternate airports 106-110, the current position of aircraft 102 from the respect one of alternate airports 106-110, fuel reserves of aircraft 102, calculated fuel burn to alternate airports 106-110, etc. Generally, step 206 is provided to determine, based on static data associated with alternate airports 106-110, if aircraft 102 is capable of reaching alternate airports 106-110. The determination may additionally consider weather conditions along a flight plan, such as wind to calculating fuel burn.

Additionally, identifying 204 the alternate airports may include determining 208 capabilities of alternate airports

106-110 to accept aircraft 102. More specifically, processor 14 may compare one or more minimum requirements for the particular type of aircraft 102 to the capacity, capabilities, and/or specifications of alternate airports 106-110. For example, a runway parameter (e.g., length and width) may be considered to determine 208 if alternate airports 106-110 are able to accept aircraft 102. In another example, capacity of alternate airports 106-110 (e.g., number of gates/stands). In the exemplary embodiment, alternate airports 106-110 are airports to which aircraft 102 is capable of fly to and land at. Further, while only three alternate airports 106-110 are illustrated in FIG. 2, it should be appreciate that any number of alternate airports may be identified as potential landing locations for aircraft 102. In some embodiment, alternate airports 106-110 may additionally be filtered and/or prioritized based on the static data.

As should be appreciated, some aspects of alternate airports 106-110 may be preferred, while other required for one or more different types of aircraft 102. Upon identifying 204 the plurality of alternate airports, processor identifies 210 one or more preferred alternate airports from the alternate airports identified at step 204.

As shown in FIG. 3, processor 14 identifies 210 at least one preferred alternate airport based on dynamic data. The term "dynamic data" as used herein includes aspects/condition of alternate airports 106-110 that are subject to regular and/or frequency change. Dynamic data may include, without limitation, current and forecasted visibility or visibility information at alternate airports 106-110, landing weather minimums at alternate airports 106-110, non-weather conditions at alternate airports 106-110 (e.g., runway conditions, surface conditions of runways, functionality of lighting, etc.), and traffic density at alternate airports 106-110 (i.e., multiple alternative airports). In this manner, the preferred alternate airport provides a more complete evaluation, per aircraft 102, of available alternate airports, as compared to known methods. For example, with reference to FIG. 2, alternate airport 106 is the closest airport to aircraft 102. In known systems, aircraft 102 may be diverted to alternate airport 106, regardless of the traffic density and/or weather conditions at airport 106. By taking into account such data in identifying preferred alternate airports, the embodiments herein provide a situational awareness previously unrealized, which may provide reduced delays, fuel usage, and/or other efficiencies relate to diverting aircraft 102.

Further, in the embodiments herein, accounting for static data and dynamic data may reduce delays associated with an operator in selecting among alternate airports 106-110 within the range of aircraft 102. More specifically, in known systems, pilot and/or navigators select among alternate airports, causing delay through evaluation of information and selecting the alternate airport.

As shown in FIG. 3, in the exemplary embodiment, identifying 210 includes determining 212 the visibility at alternate airports 106-110. Processor 14 may account for current and/or forecasted weather information in determining 212 the visibility. Current visibility information indicates the present and/or more recent information above at alternate airports 106-110 pertaining to visibility, while forecasted information includes the expected visibility condition at an estimated arrival time of aircraft 102 at the respective airport. Further, processor 14 may determine 212 the visibility for all or less than all of alternate airports 106-110. The visibility may be determined 212 based on minimum associated with type of aircraft 102, alternate airports 106-110, and/or an operator of aircraft 102, or other minimum relevant to landing aircraft 102 at one of alternate airports 106-110. It should be appre-

ciated that minimums may be different for different types of aircrafts **102**, or alternate airports **106-110**.

With reference to FIG. **2**, alternate airport **108** is the next proximate airport to aircraft **102**. Alternate airport **108** is experience low-visibility, and a forecast for decreased visibility over the next two hours. Because such dynamic data in considered in method **200**, processor **14** is able to account for such current and forecasted visibility conditions to identify a preferred alternate airport. Further, alternate airport **110** is further away from aircraft **102**, than alternate airports **106** and **108**. The current and forecasted visibility and weather are normal, and as shown, the traffic density at alternate airport is less than that of airport **108**. Accordingly, in view of such information, processor **14** identifies **204** alternate airport **110** may be identified **210** as a preferred alternate airport. Further, in the exemplary embodiment, processor **14** determines **214** the ceiling at alternate airports **106-110**. Similar to determining **212** the visibility, processor **14** may determine the ceiling based on current and/or forecasted conditions, at all or less than all of alternate airports **106-110**. The ceiling at one or more of alternate airports **106-110** may be considered relative to one or more minimums.

Dynamic data, such as visibility information and other current and forecasted weather conditions, may be received through communication interface **22**, for instance, through aviation radio waves, to processor **14** in various intervals, including periodically, constantly, occasionally, and/or as needed. It should be appreciated that the type of dynamic data used should not be understood to be limited to the embodiments described herein. Dynamic data, for example, may include various types of regularly and/or frequently changing information that may be relevant to identifying preferred alternate airports under various conditions, both at aircraft **102** and at alternate airports **106-110**, as well as conditions therebetween.

As shown in FIG. **3**, processor **14** proceeds to prioritize **216** alternate airports **106-110** identified at step **204**. Prioritizing **216** the preferred alternate airports **106-110** may depend on the number of alternate airports. In an example in which only one preferred alternate airport is provided, prioritizing the alternate airports may be omitted.

In the exemplary embodiment, alternate airports **106-110** are prioritized based on the traffic density at the alternate airports **106-110**. Specifically, processor **14** priorities alternate airport **106-110** based on the number of flight destined for a particular alternate airport. Further, traffic density is included to account for aircrafts diverted from other airports, such as aircraft **114** diverted from destination airport **104**. Without considering the traffic density, aircraft **102** may be diverted to airport **106**, for example, and ultimately entered into a holding pattern, while already scheduled aircrafts **112** are permitted to land. By considering traffic density in prioritizing alternate airports **106-110**, processor **14** is able to reduce the potential for additional delay when aircraft **102** reaches one of alternate airport **106-110**.

While weather information is generally described herein as a basis for identifying **210** one or more preferred airports, and traffic density is described herein to prioritize such preferred airports, dynamic data may be used otherwise in different embodiments. Specifically, for example, traffic density data may be used in conjunction with weather information (e.g., visibility information) to determine preferred alternate airports. Additionally, or alternatively, visibility information and/or other dynamic information may be used to prioritize identified preferred alternate airports.

Further, as should be appreciated, the different types of data described above may be given various different weights

depending on the importance of the particular data. As such, alternate airports may be identified according to different data in different orders in various embodiments.

Upon identified one or more preferred alternate airports, processor **14** stores **218** the preferred alternate airports in memory **16**.

When retrieved from memory **16**, the preferred alternate airports may be transmitted and/or displayed to an operator. In one example, processor **14** is situated remotely from aircraft **102**, such that the preferred alternate airports are transmitted, via communication interface **22**, to aircraft **102**. In an alternate embodiment, processor **14** is associated with presentation interface **18**, such that processor **14** is able to provide the preferred alternate airports for presentation to operator **24** on the flight deck, as presentation interface **18**. Regardless of the manner of communication, operator **24** ultimately understands the preferred alternate airports and is able to direct aircraft **102** to one of the preferred alternate airports.

It should be appreciated that one or more aspects of the present disclosure transform a general-purpose computing device into a special-purpose computing device when configured to perform the functions, methods, and/or processes described herein.

This written description uses examples to disclose various embodiments, which include the best mode, to enable any person skilled in the art to practice those embodiments, including making and using any devices or systems and performing any incorporated methods. The patentable scope is defined by the claims, and may include other examples that occur to those skilled in the art. Such other examples are intended to be within the scope of the claims if they have structural elements that do not differ from the literal language of the claims, or if they include equivalent structural elements with insubstantial differences from the literal languages of the claims.

What is claimed is:

1. A computer-implemented method for use in identifying at least one alternate airport for an aircraft, said method comprising:

identifying a plurality of airports based on static data associated with the plurality of airports; and

identifying, at a processing device, at least one preferred airport from the plurality of airports based on dynamic data associated with at least the at least one preferred airport, wherein at least one of the static data and the dynamic data is associated with at least one weight that enables at least one of the plurality of airports and the at least one preferred airport to be identified based on a relative importance of the at least one of the static data and the dynamic data.

2. The method of claim **1**, further comprising prioritizing a plurality of preferred airports based on at least traffic density information included in the dynamic data, wherein identifying at least one preferred airport includes identifying the plurality of preferred airports.

3. The method of claim **1**, further comprising providing the at least one preferred airport for presentation to an operator of the aircraft.

4. The method of claim **1**, wherein the static data associated with the plurality of airports includes a runway parameter and city information for each of the plurality of airports.

5. The method of claim **1**, wherein the dynamic data associated with the at least one preferred airport includes a runway condition for the at least one preferred airport.

6. The method of claim **1**, wherein the dynamic data associated with the at least one preferred airport includes at least

one of a current weather condition and a forecasted weather condition for the at least one preferred airport.

7. The method of claim **1**, wherein the dynamic data associated with the at least one preferred airport includes forecasted visibility information for the at least one preferred airport.

8. The method of claim **1**, further comprising determining the aircraft has been diverted from a destination airport, prior to identifying the plurality of airports.

9. The method of claim **1**, wherein identifying at least one preferred airport further comprises identifying the at least one preferred airport based on at least one minimum indicated by a type of the aircraft and an operator of the aircraft.

10. The method of claim **1**, further comprising receiving dynamic data associated with the plurality of airports.

11. A flight plan system for use in identifying at least one alternate airport for an aircraft, said flight plan system comprising:

a memory device storing static data associated with a first plurality of airports; and

a processing device coupled to said memory device and configured to:

identify a second plurality of airports from the first plurality of airports based on the static data; and

identify at least one preferred airport from the second plurality of airports based on dynamic data associated with the at least one preferred airport, wherein at least one of the static data and the dynamic data is associated with at least one weight that enables at least one of the second plurality of airports and the at least one preferred airport to be identified based on a relative importance of the at least one of the static data and the dynamic data.

12. The flight plan system of claim **11**, wherein the static data includes location information for each of at least the second plurality of airports, and the dynamic data includes visibility information and traffic density information for at least the at least one preferred airport.

13. The flight plan system of claim **11**, further comprising a communication interface configured to communicate, through aviation radio signals, to receive the dynamic data associated with the second plurality of airports.

14. The flight plan system of claim **11**, further comprising an input device coupled to said processing device, wherein said processing device is further configured to receive, via said input device, an input requesting the at least one preferred airport.

15. The flight plan system of claim **11**, further comprising an electronic flight bag.

16. The flight plan system of claim **11**, wherein said memory and said processor are within an aircraft.

17. The flight plan system of claim **11**, further comprising a display device coupled to said processing device, wherein said processing device is further configured to display, at said display device, the at least one preferred airport to an operator.

18. The flight plan system of claim **11**, wherein the dynamic data includes forecasted visibility information for the at least one preferred airport.

19. One or more non-transitory computer-readable storage media having computer-executable instructions embodied thereon, wherein, when executed by at least one processing device, said computer-executable instructions cause the at least one processing device to:

identify a plurality of airports based on static data associated with a plurality of airports; and

identify a plurality of preferred airports from the plurality of airports based on dynamic data associated with the plurality of preferred airports, wherein at least one of the static data and the dynamic data is associated with at least one weight that enables at least one of the plurality of airports and the plurality of preferred airports to be identified based on a relative importance of the at least one of the static data and the dynamic data.

20. The non-transitory computer-readable storage media of claim **19**, wherein the computer-executable instruction further cause the at least one processing device to prioritize the plurality of preferred airports based on at least traffic density information included in the dynamic data.

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